

[4910-60-M]

DEPARTMENT OF TRANSPORTATION

Materials Transportation Bureau

[49 CFR Parts 171, 172, 173, 174, 175, 176, 177]

[Docket No. HM-145B; Notice No. 79-2]

HAZARDOUS SUBSTANCES

Additional Hearing Date

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, Department of Transportation.

ACTION: Announcement of an additional hearing.

SUMMARY: This notice is in reference to a February 27, 1979, hearing that was held in Washington, D.C. on the transportation of hazardous substances. That hearing was announced in the February 22, 1979, *FEDERAL REGISTER* on page 10676. Because the short time between the publication of the notice in the *FEDERAL REGISTER* and the date of the hearing may have prevented some interested persons from attending, another hearing is scheduled for March 22, 1979; 9:00 a.m.-5:00 p.m.

DATE: An additional hearing is scheduled for March 22, 1979.

ADDRESS: The hearing will be held in Room 3201 of the Trans Point Building, 2100 Second Street, S.W., Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

L. Metcalfe, Standards Division, Office of Hazardous Materials Regulations, Materials Transportation Bureau, DOT, Washington, D.C. 20590, 202-426-0656.

(49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53; 49 CFR Part 1, Appendix A; and 49 CFR Part 106, Appendix A, paragraph (a)(4).)

Issued in Washington, D.C. on February 23, 1979.

ALAN I. ROBERTS,
Associate Director for Hazardous Materials Regulation, Materials Transportation Bureau
[FR Doc. 79-6216 Filed 2-28-79; 8:45 am]

[4910-59-M]

National Highway Traffic Safety Administration

[49 CFR Part 581]

[Docket No. 73-19; Notice 25]

BUMPER STANDARD

Request for Public Comment

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Advanced Notice of Proposed Rulemaking.

SUMMARY: This notice requests public comment on a NHTSA preliminary analysis and the calculations supporting that analysis, prepared in response to a directive from the Senate Appropriations Committee to assess the projected costs and benefits to consumers of the Part 581 Bumper Standard. Comments are also requested on an analysis of the bumper standard submitted to NHTSA by Houdaille Industries, on a John Z. DeLorean Corporation study of bumper costs, and on questions posed in this notice relating to all of the analyses. Comments received will be used in preparation of NHTSA's final report to the Appropriations Committee and as a basis for possible future rulemaking on this subject. This notice also invites applications for financial assistance from individuals or organizations who desire to participate in the review of the analyses and the possible recommendation of future rulemaking activities resulting from the analyses, but who are financially unable to do so.

DATES: Comments must be received on or before April 30, 1979. Applications for financial assistance must be received on or before March 16, 1979.

ADDRESSES: Comments should refer to the docket number and be submitted to: Room 5108, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Applications for financial assistance should be submitted to: Ms. Ann Mitchell, National Highway Traffic Safety Administration, Room 5232, 400 Seventh Street, S.W., Washington, D.C. 20590. Requests for copies of the calculations supporting NHTSA's preliminary analysis, copies of the Houdaille Industries study, and copies of the John Z. DeLorean Corp. study should be submitted to: Department of Transportation, National Highway Traffic Safety Administration, General Services Division, NAD-42, 400 Seventh Street, S.W., Washington, D.C. 20590, 202-426-0874.

FOR FURTHER INFORMATION CONTACT:

Mr. Michael Browlee, Director, Office of Automotive Ratings, Room 5319, National Highway Traffic

Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, 202-426-1740.

SUPPLEMENTARY INFORMATION: In February 1976, acting under the authority of Section 102 of the Motor Vehicle Information and Cost Savings Act (Cost Savings Act) (15 U.S.C. 1912), NHTSA issued a standard (49 CFR Part 581) limiting damage to vehicle bumpers and other vehicle components in low speed collisions (41 FR 9346; March 4, 1976). Subsection 102(b)(1) of the Cost Savings Act requires that any bumper standard established under that Act, * * *

* * * shall seek to obtain the maximum feasible reduction of costs to the public and to the consumer, taking into account:

(A) the cost of implementing the standard and the benefits attainable as the result of implementation of the standard;

(B) the effect of implementation of the standard on the cost of insurance and prospective legal fees and costs;

(C) savings in terms of consumer time and inconvenience; and

(D) considerations of health and safety, including emission standards.

The Senate Appropriations Committee, in its report on the fiscal year 1979 Department of Transportation Appropriations Bill (Senate Report No. 95-938; 95th Cong., 2d Session, p. 25, June 19, 1978), directed NHTSA to conduct studies and analysis reevaluating to the maximum extent feasible the level of bumper damage resistance which is most cost beneficial to the consumer. The Committee directed NHTSA to modify the bumper standard to reflect the results of this study. Any such modification would, of course, have to be in conformity with each provision of the statute.

To provide a framework for analysis of the bumper standard, making best use of the data available on bumper performance, NHTSA employed parametric analyses to take into account the sensitivity of estimates of bumper costs and benefits to variations in key parameters. Using this approach, NHTSA has examined the projected costs and benefits associated with the three major bumper construction materials—steel, aluminum, and soft face—at several impact speeds.

In conducting its analysis, NHTSA has calculated costs and benefits using insurance industry records and estimates, as well as auto manufacturers' and supply industry estimates and test data. NHTSA's preliminary analysis (Appendix A of this notice) was submitted to Congress on January 26, 1979. The analysis concluded:

These results indicate that with any of the technologies chosen, the present performance requirements provide substantial net benefits to consumers over the lifetime of a vehicle. At the same time, it is not at all clear that the 5-mph standard results in the greatest net benefits to the consumer.